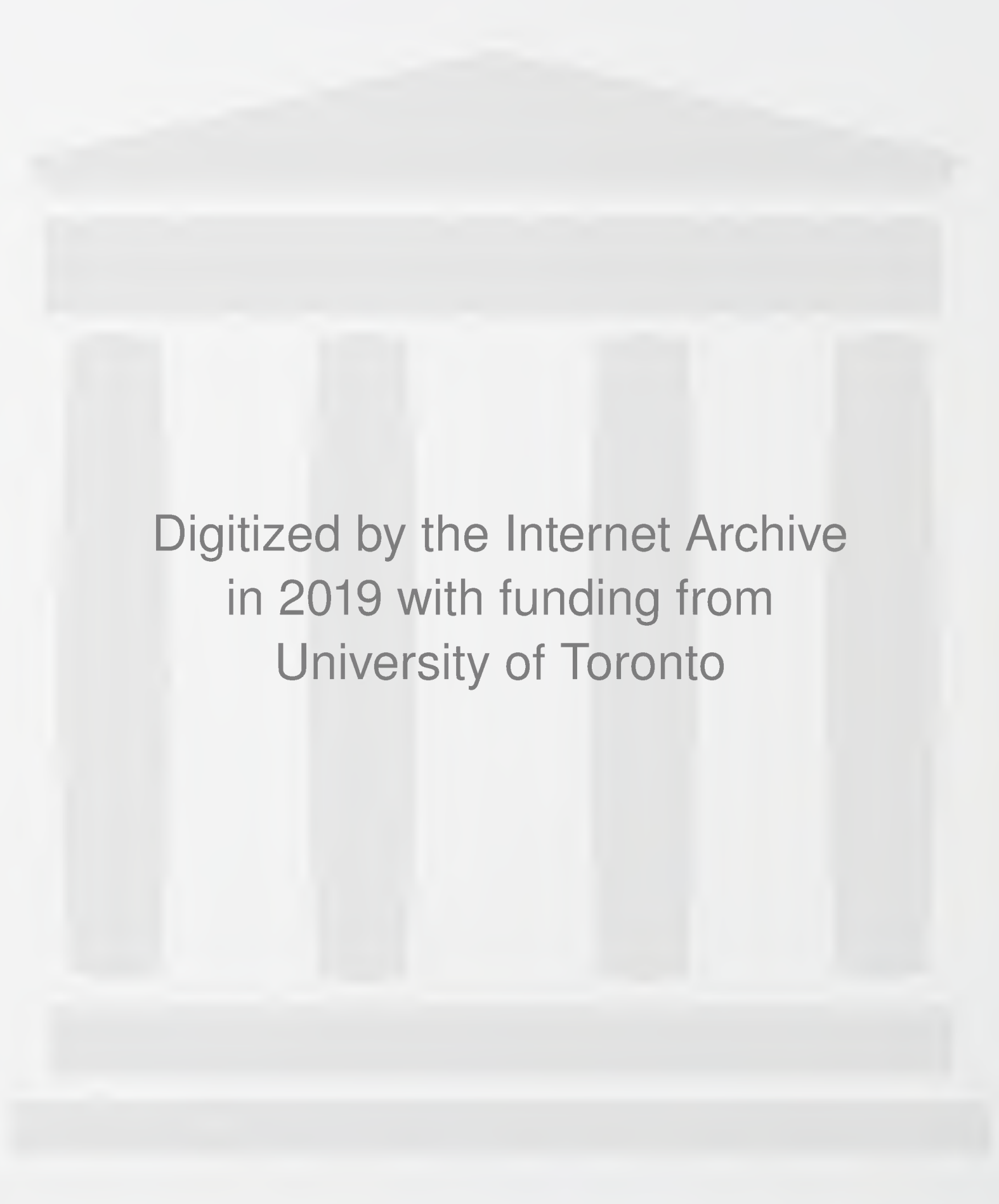


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OFFICIAL PLAN
of the
LEASIDE PLANNING AREA

The attached maps Schedules A & B and explanatory text, constituting the Official Plan of the Leaside Planning Area were prepared by the Leaside Planning Board and were recommended to the Council of the Town of Leaside under the provisions of Section 10 of the Planning Act on the ..*FIRST*.....day of ..*AUGUST*.....1962

.....
Chairman

.....
Secretary

This Official Plan was adopted by the Corporation of the Town of Leaside by By-Law No. *1862* in accordance with Section 11 of the Planning Act, on the ..*FIFTEENTH*.....day of ..*OCTOBER*.....1962

.....
Mayor

.....
Clerk

This Official Plan of the Leaside Planning Area which has been recommended by the Leaside Planning Board and adopted by the Council of the Town of Leaside is hereby approved in accordance with Section 12 of the Planning Act.

O.M. 13 APPROVAL - JULY 19, 1966

.....
Date

.....
Minister of Municipal
Affairs

BY-LAW NO.....

The Council of the Corporation of the Town of Leaside,
in accordance with the provisions of the Planning Act, enact as
follows:

1. The following text and attached maps, Schedules A and B,
constituting the Official Plan of the Leaside Planning
Area, is hereby adopted.
2. The Clerk is hereby authorized and directed to make
application to the Minister of Municipal Affairs for
approval of the aforesaid Official Plan.
3. The By-Law shall come into force and take effect on the
day of the final passing thereof.

Read a first and second time this.....day of.....1962.

.....
Mayor

.....
Clerk

Read a third time and finally passed this.....day
of.....1962.

.....
Mayor

.....
Clerk

I certify that the above is a true copy of By-Law No.....
enacted and passed by the Council of the Town of Leaside on
.....1962.

.....
Clerk

I TABLE OF CONTENTS

CERTIFICATE	<u>Page No.</u>
BY-LAW OF ADOPTION	
I TABLE OF CONTENTS	1
II TITLE AND COMPONENTS OF THE PLAN	3
III PURPOSE OF THE PLAN	4
IV BASIS OF THE PLAN	6
V LAND USE PROPOSALS	8
A. General Development Policy	8
B. Land Use and Community Plan (Schedule A)	10
(a) i. Residential medium density	10
ii. Residential high density	11
(b) Commercial-Local	13
(c) Commercial-General	14
(d) i. Industrial-Light	16
ii. Industrial-General	17
(e) i. Open Space-parks	18
ii. Open Space-general	19
(f) Special Uses- i. Schools	20
ii. Community Facilities	21
VI ROAD PROPOSALS (Schedule B)	23
VII IMPLEMENTATION	26
(a) Zoning	
(b) Subdivision Control	
(c) Public Works	
(d) Committee of Adjustment	
VIII INTERPRETATION	28

APPENDICES

A. Location and Physical Features	30
B. Population Study	32
C. Employment Statistics	39
D. School Statistics	42
E. Community Facilities	47
F. Metropolitan Toronto Official Plan	48
G. Basis of Area Calculations	49
H. Traffic Study	56
I. Existing Land Use and Conditions of Buildings	58
J. Underground Services	61
K. Municipal Finance	62

II TITLE AND COMPONENTS

OF THE PLAN

This Official Plan is composed of this written text and two maps designated Schedules A and B. Supplementary data in support of the proposals contained within this Plan is included as an Appendix. This Appendix is not intended to be a part of the document that receives formal approval by the Minister of Municipal Affairs.

This Plan applies to the entire area known as the Leaside Planning Area, which at this time is coincidental with the corporate limits of the Town of Leaside.

When approved by the Minister of Municipal Affairs this Plan shall be known as the

OFFICIAL PLAN OF THE LEASIDE PLANNING AREA

The map following this page indicates the relationship of Leaside to the Metropolitan Toronto Planning Area.

III PURPOSE OF THE PLAN

1. The Municipality of Metropolitan Toronto, of which the Town of Leaside forms a part, has grown in population and physically speaking at a tremendous rate during the post war period.
2. In the last 10 years Leaside has not however been seriously affected by this rapid Metropolitan growth, other than indirectly, due to a tremendous increase in traffic movement along its streets. Some commercial development has taken place at the intersection of Eglinton and Bayview Avenues, a limited number of new single family dwellings have been built in the north-east overlooking the West Branch of the Don and there has been some industrial expansion but the main fabric of the community did not change between 1952 and the advent of Thorncliffe Park.
3. Although the rapid economic and physical expansion that has taken place in the Toronto area generally left Leaside comparatively unscathed, certain trends do indicate that changes are taking place and may do so at an ever increasing rate. These changes are primarily connected with housing types and road improvements.
4. Several factors are now at work in this and the surrounding area, which will greatly alter the appearance, function and means of efficient operation of the community. The two main factors are: First, as greater Toronto continues to expand outwards so will traffic intensity increase within Leaside particularly on through main arteries, and second, there will be a tendency to develop houses at greater densities. The pressure for development of high density housing will be increased due, not only to the Towns relative closeness to downtown Toronto, but also to the location of substantial industrial areas within Leaside. Higher density housing will in turn give rise to the need for expanded commercial activity, community services, parks and traffic handling facilities.
5. The Council and Planning Board have become increasingly aware of these trends and are faced regularly with requests to amend the Restricted Area By-laws from one zone to another or to add to, or delete from, the various By-law provisions which are desirable or found to be unworkable as development pressures occur.

6. This Official Plan is thus an attempt to establish a consistent policy regarding all forms of development within the Leaside Planning Area. It will establish different land use categories for the area over a period of about 20 years. It will provide for a complete roads programme and will ensure that when, and if, development is to take place that adequate municipal services are made available.

7. While the Official Plan will be of most use to the elected Officials and administrators for Leaside, it will be of considerable assistance to all public and private agencies concerned with development and will reduce the element of uncertainty as to the manner and sequence of development. Following the approval of this Plan the Restricted Area By-laws will be amended to conform with this Plan and no new By-laws or Public Work shall be undertaken which does not conform to the provisions of this Plan.

IV BASIS OF THE PLAN

1. This Plan is intended to provide the framework within which urban development and redevelopment in the Leaside Planning Area shall take place over the next 20 years, during which time the population is expected to rise to about 30,000.
2. From the survey maps prepared and the studies carried out, a summary of which is included in the Appendix to this document, it is immediately apparent that no large new areas can be urbanized within the Town, but that considerable residential redevelopment can be expected, accompanied by an increase in commercial and industrial activity. The Thorncliffe Park scheme comprising high density residential, commercial and industrial development is the only large new area under construction at the time of the Plan preparation and this will be substantially complete within 5 years.
3. This Plan is therefore based on four main assumptions. Firstly that high density housing development, primarily in the form of apartments will continue to take place. Unless otherwise encouraged or directed, this type of development will tend to ribbon along Bayview and Eglinton Avenues. Secondly the increase in population due to high density housing and the splitting of the large single family dwellings into additional units, will give rise to the need for increased retail store facilities and an increase in all phases of social and cultural activity, although the number of school children in the area is not likely to increase in the same proportion as the total population. Thirdly, increased population densities within Leaside and the continued expansion outwards of Greater Toronto, will aggravate an already critical traffic problem and make imperative major road improvements. Fourthly, it recognizes that areas must only be designated for intensive use, provided that the municipal services of the Town are capable of catering to the additional demands which such intensive development may entail.
4. In addition to these main points there are certain important secondary considerations upon which some of the Plan provisions have been based. Car parking facilities adjacent to the shopping areas of Bayview and Eglinton Avenues are inadequate. During rush hours parking must take place in surrounding residential streets and this situation must be rectified as

far as possible. A considerable number of automobiles passing through Leaside do so along secondary residential streets and steps must be taken to minimise this problem. The small parks available to the residents of the area are at present used quite intensively and if higher population densities are forthcoming then additional park space and facilities will become necessary.

5. An Official Plan normally breaks the land use categories into four and five main types and leaves it to the Restricted Area By-law to break these broad classifications into detail. In Leaside, however, it is necessary to establish a fairly detailed policy under the Plan and for this reason the residential, commercial and industrial areas have been divided into several types.

6. Two maps, known respectively as Schedule A, Land Use and Community Plan and Schedule B, Road Proposals, indicate graphically the major proposals of the Plan and these maps should be read in conjunction with the text and compared with the survey maps.

7. This Plan, as required of all Official Plans prepared within the Metropolitan Toronto Planning Area, complies in general intent and in general land use designation with the Metropolitan Toronto Official Plan, but the detailed studies which have been made for this particular area have enabled the imposition of more exacting boundaries between various use classes and a more detailed policy statement as a basis of control over all forms of development.

V LAND USE PROPOSALS

A. General Development Policy

1. Urban development and urban redevelopment will be encouraged in all appropriate parts of the Planning Area.
2. The land area of the community has been divided into nine major use classifications and each class is covered by a defined policy regarding development in that particular area. In general this policy shall ensure that development is carried out in a manner which will be beneficial to the residents of Leaside and maintain a sound economic basis for the Town.
3. All development shall be served with Municipal services which shall include paved roads, paved sidewalks, sanitary sewers, storm sewers and piped water supply and these services shall be provided by the developer to the satisfaction of the Council or by the Municipality under the Local Improvement Act.
4. In the case of redevelopment for residential purposes, which will be confined to those areas designated "Residential-High Density", the Council shall be satisfied that no additional trunk water or sewer mains are required to serve such development, or if they are required, that agreements are entered into between the owner and the Municipality regarding the provision of such trunk services.
5. Areas designated for Commercial-General purposes have generally been confined to localities already predominantly developed as such, but the expansion of these areas, by formal amendment to this Plan, will be considered provided that certain conditions are fulfilled and agreements are entered into between the owner or developer regarding such matters as provision of services, access, car parking and protection of amenities for surrounding residential areas.

6. It shall be the policy of Council to ensure, wherever and whenever possible that the amenities of Leaside are preserved and enhanced and in this regard efforts shall be made to place all telephone and power distribution lines underground, to control through appropriate by-laws, the display of advertisement signs and to replace trees and other landscape material which, for one reason or another, is destroyed or removed.

7. A Committee of Adjustment shall be established following the approval of this Plan, and in dealing with applications for any variance to any Restricted Area By-law, this Committee shall have regard for the provisions of this Plan and may impose a conditional approval as it deems appropriate, to ensure that the general intent and purpose of this plan is not violated.

8. Certain roads within the Planning Area have been designated as main traffic routes and are shown as such on Schedule B. The rights of way will vary from 66 feet in width upwards, according to the number of traffic lanes required and in any subsequent Restricted Area By-law, the establishment of building set back lines (front yard) shall be made having regard for the ultimate width of the road.

9. Nothing in the Plan shall affect the continuance of uses which were legally established on the date that the Plan was adopted by the Council of the Town of Leaside, but the Council, in co-operation with the owners, shall attempt to reduce the number of non-conforming uses whenever and wherever possible.

B. Land Use and Community Plan (See Map Schedule A)

(1) i. Residential - Medium Density

Definition - "Residential - Medium Density" shall mean that the predominant use of the land in the areas so designated shall be for single family dwellings. Other types of dwellings are included under this classification but row houses and buildings or structures containing more than four (4) dwelling units, normally referred to as apartments are not included. This classification may include those uses which are compatible to dwellings and which are necessary to serve the surrounding dwellings such as churches, nursing homes, schools and parks, provided that adequate precautions are taken to protect the value and amenities of the area for the benefit of adjacent dwellings. Buildings and structures connected with a public utility undertaking will also be permitted under this classification.

Policy - The gross population density in these areas shall not exceed 40 persons per acre and for the purpose of this Plan the population for an area shall be measured over land, including any internal streets or lanes and half the width of perimeter streets, excepting streets designated as arterial streets on Schedule B, which shall be excluded.

Buildings and structures other than dwellings shall be constructed at least 50 feet away from any building containing dwelling units and in a manner which is in keeping with the character of the surrounding dwellings and provisions within subsequent Restricted Area By-Laws shall ensure adequate space about buildings so that no depreciation in the value of the dwellings shall occur, and in this connection side and rear yards in respect of non-residential buildings shall not be less than 20 feet.

Area - Approximately 500 acres of land have been designated "Residential - Medium Density" - all of which lies outside the Thorncliffe Park project and all of which is presently developed. Little change is expected in the present population density which, in general, is considerably less than the 40 persons per acre allowed under this Plan.

The foregoing acreage figure is net, and does not include half the adjacent road widths.

ii Residential - High Density

Definition - "Residential - High Density" shall mean that the predominant use of the land in the area so designated shall be for multiple family dwellings. Various types of dwellings are included under the classification but no single family dwellings, duplex or semi detached dwellings shall be permitted. This classification may include those uses which are compatible to multiple family dwellings and which are necessary to serve the surrounding dwellings and shall include residential homes for the aged and retail stores, provided that such stores are located as single units within, or attached to, an apartment block.

Retail stores as part of the apartment development shall not be permitted in those areas on Bayview Avenue identified as modification Nos. 1 and 2 on map schedule A.

Policy - The gross population density in these areas shall not be less than 40 persons per acre nor greater than 150 persons per acre, other than in Thorncliffe Park south of Thorncliffe Park Drive.

Buildings and structures other than dwellings shall be constructed a minimum distance of 50 feet away from any building containing a dwelling unit and in a manner which is in keeping with the character of the surrounding dwellings. Provisions within subsequent Restricted Area By-laws shall ensure adequate space about buildings so that no depreciation in the value of the dwellings shall occur and in this connection side and rear yards in respect of non-residential buildings shall not be less than 20 feet.

Adequate off street parking shall be provided for both resident and visitor and vehicular ingress and egress to apartment buildings, or to areas devoted to the erection of multiple family dwellings shall not be taken directly from Bayview Avenue, Eglinton Avenue, Laird Drive or other street classified in this Plan as an arterial Street, except in extenuating circumstances and only then, provided that precautions are taken to minimize the interference with the free flow of traffic on these streets.

Development shall only be permitted in the areas designated "Residential - High Density" provided that the Council is satisfied that the existing municipal underground services are capable of catering to the development proposed and if deemed incapable by the Town Engineer, then an agreement shall be entered into between the Municipality and the developer as to the design and cost apportionment of any work involved to bring the services to a suitable standard.

The alteration or extension of any existing single-family dwelling located in a "Residential - High Density" area shall not be considered as contrary to the definition and policy under this section.

An amendment to this Plan shall be required to establish any additional Residential - High Density area and prior to taking the steps necessary to effect such an amendment, the Council shall be satisfied that the proposed development, giving rise to the need for such amendment, will comply with the policy established in this section.

Area - Altogether eighteen parcels of land totalling 23.0 acres have been designated "Residential - High Density" and these may provide for a population of about 3,450. In addition, 65.0 acres of land have been designated for "Residential - High Density" in Thorncliffe Park where the population is expected to rise to about 10,000 within the next 5 years.

It should be noted that certain blocks of land so designated are already fully developed with multiple dwellings, and the above population figure is not intended to indicate total additional population, but the total population which is expected to be resident within the areas designated "Residential - High Density" by the end of the Plan period.

The foregoing acreage figures are net, and do not include half the adjacent road widths.

(b) Commercial - Local

Definition - "Commercial - Local" shall mean that the predominant use of the land in the areas so designated shall be for retail stores, restaurants, service shops and business offices, clubs and meeting halls, provided that these uses are strictly intended to serve the needs of residents in a nearby area. Retail stores, normally referred to as supermarkets or department stores, are not included in this classification. Dwelling units in the form of apartments over stores, or as individual apartment buildings, will be permitted under this classification.

Policy - "Commercial - Local" sites have been designated on map Schedule A in areas already substantially developed for commercial use and no additional areas may be created without completing the procedures necessary to amend this Plan. Prior to taking steps necessary to effect any amendment, Council shall be satisfied that the proposed development, giving rise to the need for such amendment will comply with the following requirements:

- a) Car parking facilities are to be provided on a basis equal in area to three times the retail floor area of any new stores such car parks are intended to serve.
- b) Points of access to car parking areas shall be limited in number and designed in a manner which will ensure safe and efficient movement of vehicular and pedestrian traffic.
- c) Where any car park is to be located adjacent to any street right-of-way or an area designated for residential purposes, then an area of land not less than 10 feet in width shall be set aside between the street right-of-way or the residential area and the car park and it shall be suitably landscaped.
- d) No building or structure shall be erected within a "Commercial - Local" area closer than 50 feet to a building containing dwelling units situated in an area designated for residential use, and any such building or structure shall be sited and designed in a manner which will not detract from nearby residential property values.

Area - About 3.0 acres of land have been so designated on McRae Drive, Millwood Road and Eglinton Avenue. The foregoing figure is net and does not include half the adjacent road width.

(c) Commercial - General

Definition - "Commercial - General" shall mean that the predominant use of the land in the areas so designated shall be for business offices and retail stores, including department stores and supermarkets. Uses also permitted under this classification shall include gasoline service stations and enclosed automobile showrooms, meetings halls, clubs, arenas, bowling alleys, theatres and similar uses. Dwelling units shall be permitted over all of the above uses, except over gasoline service stations or commercial or public garages.

Policy - "Commercial - General" sites have been designated on Map Schedule "A" in areas already substantially developed for commercial use and no additional areas may be created without completing the procedures necessary to amend this Plan. Prior to taking any steps necessary to effect any amendment, the Council shall be satisfied that the proposed development, giving rise to the need for such amendment, will comply with the following requirements:

- a) Car parking facilities are to be provided on a basis equal in an area to three times the retail floor area of any such new stores the car park may serve and adequate to serve proposed uses other than retail stores.
- b) Points of access to car parking areas shall be limited in number and designed in a manner which will cause the minimum of interference with the free flow of traffic on Bayview and Eglinton Avenue and Laird Drive
- c) Where a car park would normally be adjacent to a street right-of-way, or an area designated for residential purposes in this Plan, then an area of land not less than 10 feet in width shall be set aside between the street right-of-way or the residential area and the car park and this area shall be suitably landscaped.
- d) Except in the case of infilling between two buildings used for commercial purposes existing on the date of the adoption of this Plan, abutting the street line on Bayview Avenue and Millwood Road, no building or structure erected in a "Commercial - General" area shall be closer than 10 feet to any established street right-of-way or closer than 50 feet to any building or structure containing dwelling units situated in an area designated for residential purposes.

e) Gasoline service stations shall only be permitted provided that points of ingress and egress are limited in number and provided that a suitably landscaped area of land, not less than 5 feet in width, is provided between the gasoline service station working area and all adjacent property lines, other than in those sections used for ingress and egress.

f) Any developer or owner is willing to have restrictions imposed on the commercial property, which will control the display of advertisement signs, lights or similar auxilliary activities, which may otherwise prove detrimental to nearby residential property values.

Area - About 27.0 acres of land have been designated "Commercial - General" outside Thorncliffe Park and 59.0 acres within Thorncliffe Park. Only 19.0 acres within Thorncliffe Park will probably be used for development as retail facilities the remainder being intended for office purposes.

The foregoing acreage figures are net and do not include half the adjacent road widths.

(d) i. Industrial - Light

Definition - "Industrial - Light" shall mean the predominant use of the land in the areas so designated shall be manufacturing, provided that such manufacturing is carried on entirely within an enclosed building or structure and provided further that there is no emission of smoke, noise, smell or vibration. Storage buildings, offices, banks and restaurants will also be permitted under this classification. The main Ontario Hydro Electric Power Commission's transformer station and power lines east of Millwood Road have been included in this designation.

Policy - Where any area designated for "Industrial - Light" purposes abuts an area designated for residential, commercial or open space purposes or is separated from a residential, commercial or open space area by a road only, then no building or structure within the industrial area shall be erected closer than 50 feet to the boundary, or street right of way, and the intervening land shall be landscaped in a suitable manner. This intervening land may, to a limited extent be used for parking and driveway purposes.

Vehicular access to industrial premises in this classification shall, as far as possible, be taken from streets of secondary importance and all entrances and driveways shall be designed in a manner which will permit the largest truck trailer to draw clear of any street right of way for loading and unloading purposes.

Area - An area lying north of Overlea Boulevard has been designated "Industrial - Light" and totals about 49.0 acres (net), excluding the Hydro Electric Power Commissions lands and right of way.

ii. Industrial - General

Definition - "Industrial - General" shall mean that the predominant use of the land in the areas so designated shall be manufacturing. This shall include the processing of goods and raw materials, storage, including bulk storage of oil, coal, lumber and similar materials, automotive uses, builders and contractors depots, equipment supply undertakings, transport terminals and similar uses, other than those declared by the Department of Health to be a noxious or offensive trade. Offices and cafeterias as accessory uses to the foregoing uses and restaurants and banks shall also be permitted under this classification.

Policy - Where land designated for "Industrial - General" purposes abuts land designated for any other purpose other than a railway, or is separated from other land by a road only, then no new building or major industrial site activity shall be erected or take place closer than 20 feet to such boundary or street right-of-way and the intervening land shall be landscaped in a suitable manner. This intervening land may, to a limited extent, be used for parking and driveway purposes. Notwithstanding the foregoing, it shall not be deemed necessary to establish a set back for buildings and structures in that part of the industrial area lying between Wicksteed Avenue and Eglinton Avenue East on the east side of Laird Drive.

Vehicular access to industrial premises in this classification shall, as far as possible, be taken from streets of secondary importance and all entrances and driveways shall be designed in a manner which will permit the largest truck trailer to draw clear of any street right-of-way for loading and unloading purposes.

Area - A large tract of land lying to the East of Laird Drive has been designated "Industrial - General" and totals about 300.0 acres (net).

(e) i. Open Space - Parks

Definition - "Open Space - Parks" shall mean that in the areas so designated, the predominant use of the land shall be for recreation purposes and shall include flower gardens, parks, playgrounds, playing fields and similar uses. The land shall be kept free of buildings and structures except for a small percentage of the area which may have buildings or structures erected thereon which are necessary to serve the recreational use of the area.

Policy - All the "Open Space - Park" areas shown on map Schedule "A" are already in use as parks or the land has been deeded to the Town of Leaside for park purposes, with the exception of two small areas in the vicinity of the Leaside Memorial Gardens.

As the population of the Leaside Planning Area increases, the need for additional parks will arise and the Council shall attempt to secure additional park space consistent with an overall policy of 2 acres per thousand residents. As far as possible, new parks will be located away from main traffic routes, near to the elementary schools or as extensions to existing parks.

Area - About 121.0 acres of "Open Space - Parks" have been designated on map Shcedule "A".

ii. Open Space - General

Definition - "Open Space - General" shall mean that in the areas so designated, the predominant use of the land shall be for recreational purposes. This may include all the uses permitted in the "Open Space - Park" definition, but is primarily intended to cover conservation areas, steep slopes and valley lands and areas not organized in a formal manner. Within these areas, sewage disposal plants, waterworks appurtenances, public utility structures and operations and similar uses will also be permitted. This classification is not intended to preclude nursery and market gardening, farming, forestry, or activity connected with the conservation of soil or wildlife or buildings accessory to the foregoing uses.

Policy - The Council of the Town of Leaside, shall in co-operation with the Metropolitan Toronto and Region Conservation Authority and other public agencies, purchase or make available to the general public, the major portion of the lands so designated.

Where any use such as a sewage disposal plant or other building or structure connected with a public utility undertaking is constructed within an area designated as "Open Space - General" then precautions shall be taken to minimize any adverse effects such a building or structure may have on the amenities of the surrounding landscape and any such building or structure shall be located at a substantial distance from any area designated for residential or commercial purposes.

Nothing in this Plan shall prevent the establishment of a car park or refreshment pavilion in appropriate sections of the "Open Space - General" area.

Area - About 205 acres of "Open Space - General" land has been designated on map Schedule "A".

(f) Special Uses

i. Schools

The Planning Area presently has four public elementary schools, one separate elementary school and one high school. The number of pupils is 1911, 398 and 1097 respectively.

Generally speaking the schools are quite well located for their service area, but traffic hazards near the High School are quite serious and some action should be forthcoming to minimize this problem.

The population study and review of school statistics contained in Appendix B and D respectively indicate that although the population of the Town may rise from 18,000 people to 30,000 people, the school pupil figure will not rise in the same proportion. Over the period of the Plan it is expected that six (6) new High School classrooms will be required and seventeen (17) new Elementary School classrooms will be required. Possibly 20% or even 25% of the elementary school children will be Separate School supporters and thus four (4) of these classrooms will be required at the St. Anselm school.

All of the elementary school sites are somewhat cramped with the exception of the Thorncliffe Park school, and there is little room for expansion. No new sites are anticipated.

ii. Community Facilities

The existing public library on McRae Drive is well located to serve the major portion of the community, but additional library facilities will be required in the Thorncliffe Park Area.

There is only one fire station in the Town at this time and consideration is being given to the expansion of the present facilities.

There are numerous churches of all denominations serving the community and some of the individual buildings are good examples of traditional church architecture. The lack of adequate off-street parking facilities presents a problem at many locations and efforts shall be directed to resolving the situation.

See Table 1 on the following page for a summary of the proposed land use acreages.

TABLE 1
LAND USE ACREAGES (NET)

	<u>Leaside</u>	<u>Thorncliffe Park</u>	<u>Total</u>
Residential (Medium Density)	503 acres	-- acres	503 acres
Residential (High Density)	23	65	88
Commercial (Local)	2	--	2
Commercial (General)	27	59	86
Industry -- Light *	--	49	49
Industry -- General	302	--	302
Open Space -- Parks	21	10	31
Open Space -- General	87	118	205
Schools and Arena	22	10	32
	<hr/>	<hr/>	<hr/>
	987 acres	311 acres	1298 acres

* Acreage figure does not include the Hydro Electric Power Commission ownership or right of way.

VI. ROAD PROPOSALS

The revision of the present road system, together with an indication of the streets proposed as arterial streets, locations where intersection improvements are necessary and proposed street closing are shown on map Schedule "E".

a) Arterial Streets

The following streets are classified as "arterial streets" and will provide for four (4) traffic lanes (two in each direction):

1. Bayview Avenue - its entire length along the west boundary of the Town.
2. Eglinton Avenue East - from Bayview Avenue to the east limit of the Town.
3. Laird Drive - south from Eglinton Avenue East to its intersection with Millwood Road.
4. Millwood Road from its intersection with Laird Drive to the southern limits of the Town.
5. Overlea Boulevard from Millwood Road to the east limit of the Town.

Routes number 1 to 4 above will have a right of way width of 86 feet and route number 5 will have a right-of-way width of 110 feet.

Considerable improvement is necessary at the main intersections along these routes together with a wider pavement on Laird Drive.

b) New Streets

Several new streets are proposed as follows:

1. New street between Delivery Street (Thorncliffe Park Drive) and Wicksteed Avenue.
2. New street between Esandar Drive and Copeland Street.

3. New Street linking Millwood Road across Rumsey Road and the block of properties lying between Rumsey Road and Lairdrie Road to Lea Avenue.
4. New Street being an extension of Delivery Street (re-named) from its present limit adjacent to the Hydro Electric Power Commission right-of-way westerly and parallel to said right-of-way and thence southerly to connect with Overlea Boulevard opposite Thorncliffe Park Drive.

All these routes will have a right-of-way width of 66 feet.

c) Intersection Improvement

This may include the provision of additional turning movement lanes, channelization, underpass slip roads and general reorganization of traffic movement in the light of proposals annunciated under a and b above.

1. Eglinton Avenue East - Laird Drive.
2. Eglinton Avenue East - Brentcliffe Road.
3. Wicksteed Avenue - Laird Drive.
4. Laird Drive - Millwood Road - Southvale Drive.
5. Eglinton Avenue East - Bayview Avenue.

It is not anticipated, nor intended, that all the foregoing proposals shall be carried out in the immediate future but the Council shall investigate these matters further and may cause to be prepared a detailed street improvement programme and establish an order of priorities.

Certain one-way systems will be required in connection with the implementation of the foregoing proposals.

Changes beyond the limits of the Leaside Planning Area and other factors beyond the control of the Town Council or Planning Board may give rise for the need to amend these proposals or adjust any subsequent programme of priorities.

In preparing any subsequent Restricted Area By-law cognizance shall be had of the ultimate right-of-way widths of any street so determined by this Plan and the front, side and rear yard requirements which may abut any arterial street specified herein shall be set accordingly. Any "Consent" which may be granted by the Planning Board under authority of any Subdivision Control By-law, shall be made having regard to the proposals under this section of the Official Plan.

VII. IMPLEMENTATION

(a) Zoning

A Restricted Area By-Law in the form of several By-Laws and amendments to By-Laws is presently in force in the Town.

These By-Laws, in common with many throughout Ontario, zone the land in numerous classifications and set standards regarding the space about buildings, car parking provisions, height limitations and similar matters. Certain deficiencies and anomalies occur in these By-Laws and a new comprehensive By-Law complying with the provisions of this Plan will subsequently be prepared.

(b) Subdivision Control

The Planning Area is substantially built up and no large subdivisions are anticipated nor can part-lot control be considered as a major planning tool as is the case of a rapidly developing suburban area. Certain exceptions are noted below.

A Subdivision Control By-Law is presently in force and will continue to be used to control minor subdivision activity and the sale of parcels less than 10 acres in area as in the case of Thorncliffe Park. A new Subdivision Control By-Law shall be prepared covering the major portion of the "Industrial - General" area in order that a measure of control may be exercised in regard to the remaining vacant parcels.

In dealing with any request for a Consent or in dealing with any matter concerning the subdivision or resubdivision of land, the Planning Board and Council should have regard for the provisions of this Plan.

(c) Public Works

No public work shall be undertaken which does not comply with the provision of this Plan and no works concerning the construction of new roads or underground services shall be performed by a private company or person unless such works are to service development which complies with the provisions of this Plan.

(d) Committee of Adjustment

Following approval of this plan by the Minister of Municipal Affairs, a Committee of Adjustment shall be established under Section 32 a., of the Planning Act. This Committee, in dealing with any minor variances to any Restricted Area By-Law, shall have regard for the provisions of this Plan.

VIII. INTERPRETATION

In determining whether or not an Amendment to the Plan is required, special regard shall be paid to the definitions of each land use category as explained under Part V of this text.

The boundaries between the various classes of land use designated on map Schedule "A" are general only, except where such boundaries follow railways, roads or other definite physical barriers of that type, and are not intended to define the exact limits of each use class. It is intended, therefore, that minor adjustments may be made to these boundaries for the purpose of a minor change to the Restricted Area By-Law. Other than such minor changes, it is intended that no areas or districts shall be created that do not conform to this Plan in respect of land use.

The fact that certain uses may be permitted under this Plan in the areas designated for residential purposes other than dwellings, such as churches, schools, utility undertakings and parks, shall not imply that a change shall automatically be made, if required, to the Restricted Area By-Laws to permit such uses. The Council shall, at all times, be satisfied that before any of the foregoing uses are introduced into a residential area that there will be no depreciation in the value of adjoining residential land or buildings, that adequate off-street parking facilities, with a satisfactory means of ingress and egress will be provided and that no danger to users of adjacent streets or undue congestion on adjacent streets shall occur.

In dealing with applications to extend or change a non-conforming use, the Committee of Adjustment shall have regard for the long range proposals of this Plan and may impose conditions on any approval as it deems appropriate. Any minor change in use or the extension of a building within its own site shall not require any amendment to this Plan, but the site area of a non-conforming use shall not be extended without approval and compliance with the procedures necessary to amend this Plan.

It is not intended to amend this Plan unless substantial evidence is brought to light which would justify such an amendment, but the Council does recognize that changing circumstances may give rise to the need for modifications. Due consideration shall be given to any proposal which is in conflict with this Plan, but the health, amenity, convenience and economic stability of the community as a whole, shall take precedence over individual interests.

A P P E N D I C E S

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APPENDIX A.LOCATION & PHYSICAL FEATURESLocation

The Town of Leaside occupies a central position in Metropolitan Toronto. On the west, it is bounded by the northern extension of the City of Toronto. To the north and east, it borders on the Township of North York; while on its southern perimeter, it is bounded by the Township of East York. With an area of 2.4 square miles, the Town of Leaside represents about one per cent of the land area of Metropolitan Toronto.

Physical Features

The most significant topographic features found in Metropolitan Toronto is the old shore cliff of glacial Lake Iroquois, the fore-runner of present day Lake Ontario. In its most dramatic form, the cliff stands out as Scarborough Bluffs. However, in the City of Toronto, it extends as a steep hill some 75 feet in height as seen just north of Davenport Road. In other parts, the shore cliff is less pronounced and is recognized by a slope which, relative to the topography generally found in Metropolitan Toronto, is steeper and more extensive.

At its greatest extent, glacial Lake Iroquois formed a large bay at the mouth of the Don River. Across the mouth of this bay, a gravel bar was formed which caused the Don to deflect westward in order to continue its flow to the lake. As the lake levels dropped, the river was forced to readjust its grade so that today it flows as a misfit in a large deep valley.

The Town of Leaside which lies between 400 and 500 feet above sea level is, for the most part, underlain by sand deposits laid down by Glacial Lake Iroquois. The old shore cliff is not pronounced in this area and a steepening slope towards the Don Valley is all that is apparent.

The relatively steep-sided valley of the Don River swings westward at this point, due to the deflection caused by the gravel bar formed in the geologic past. As a result, the river bounds the Town on its southern, as well as part of its eastern boundaries and gives it a sharp physical separation from parts of East York and North York. Elsewhere, the boundaries of Leaside have no reference to physical features.

APPENDIX BPOPULATION STUDY

The population of both Canada and Metropolitan Toronto has shown a rapid growth in the years following the Second World War. The metropolitan area, however, has shared an increasing proportion of the national as well as the provincial growth. In 1956, Metropolitan Toronto contained 9.5 per cent of the national population, and 28.0 per cent of the provincial population.

The bulk of this population growth was accommodated within the metropolitan area by the development of new land rather than intensive redevelopment of existing areas. The growth of the Town of Leaside reflects this tendency. Basically the Town has undergone two periods of development. The first was during the pre-war years, 1931 to 1941, when the population grew from 938 to 6,183, a 559.2 percentage increase. During the war years no significant development took place, but in the period immediately following, Leaside again underwent a rapid expansion. (Table 1). By 1951, the population had increased by 10,050 over the previous census year. This latter growth largely used up the available land so that in the years subsequent to 1951, the population growth has tended to level off.

Future population growth in Leaside will result, consequently, from high density development. The central position of the Town in the metropolitan complex makes it an ideal place for residential development. As almost all available land is already in use, the emphasis will be for high density development, both to achieve financial return on land bearing a high price as well as to satisfy a growing tendency for the population to return from the outlying suburbs.

TABLE 1
Population Growth for the Town
of Leaside 1921 - 1980

<u>Year</u>	<u>Number</u>	<u>Increase</u>	<u>(Total) Percentage Increase</u>
1921 (A)	325		
1931	938	613	188.6
1941	6,183	5,245	559.2
1951	16,233	10,050	162.5
1956	16,538	305	1.8
1961 (B)	18,271	1,733	10.5
1980 (C)	28,000		

Source: Census of Canada

(A) Leaside incorporated 1913

(B) Municipal Statistics

(C) Estimated Metropolitan Toronto Planning Board.

Table 2 shows the density of population for Leaside and Metropolitan Toronto for the years 1958 and 1980. It is to be noted that the density per square mile in Leaside will rise proportionately faster than the metropolitan area as a whole.

TABLE 2
Density of Population for Leaside and Metropolitan
Toronto, 1958 to 1980. (Metro Toronto draft Official Plan)

	<u>Area Sq. Miles</u>	<u>1958</u>		<u>1980</u>	
		<u>No.</u>	<u>Persons per Sq. Mile</u>	<u>No.</u>	<u>Persons per Sq. Mile</u>
Leaside	2.4	16,600	6,920	28,000	11,700
Metro- Toronto	241.0	1,480,000	6,100	2,300,000	9,500

Table 3 shows the composition of the population by occupational age groups for Canada, Metropolitan Toronto and Leaside. One interesting fact which appears is that Leaside, proportionate to Metropolitan Toronto, has fewer pre-school age children but more children of school age. The population in the working age groups shows a similar proportion to that in the metropolitan area. Undoubtedly, this breakdown reflects the rapid population growth of the Town in the immediate post-war period. The Town of Leaside contains in the main, family owned housing. Usually a high proportion of owner occupied housing indicates a relatively stable population. A goodly number of these homes were first occupied in the 1945 - 1951 period by families in the initial stages of formation, either already possessing young children or expecting to have them shortly. The intervening ten to fifteen years have allowed the parents to age and the pre-school children to grow to school age.

TABLE 3
Population by Occupational Age Group
for Canada, Metropolitan Toronto and
Leaside 1956

<u>Age Group</u>	<u>Canada</u>		<u>Metropolitan Toronto</u>		<u>Leaside</u>	
	No. (1,000's)	%	No.	%	No.	%
Pre-School (0-4)	1,984	12.3	137,724	10.1	1,122	6.9
School-Age (5-19)	4,404	27.4	271,306	20.1	3,896	23.5
Working Age (20-64)	8,449	52.5	834,933	61.4	10,299	62.1
Elderly (65 plus)	1,244	7.8	114,065	8.4	1,221	7.5
Total	16,081	100.0	1,358,028	100.0	16,538	100.0

Source: Census of Canada, 1956

Table 4 shows that the age group 10 - 14 contains 8.9 per cent of the Leaside population whereas for the metropolitan area, it is only 6.2 per cent. Similarly, it should be noted that the age group of 35-44 and 45-54 are proportionately higher in Leaside. Conceivably, this reflects the aging of the parent group in the 1945-51 population growth.

TABLE 4
Population of Age Groups for Leaside
and Metropolitan Toronto - 1956

<u>Age Groups</u>	<u>Leaside</u>		<u>Metropolitan Toronto</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0-4	1,122	6.9	137,724	10.1
5-9	1,356	8.3	117,005	8.7
10-14	1,451	8.9	83,228	6.2
15-19	1,089	6.7	71,073	5.2
20-24	953	4.7	99,884	7.3
25-34	1,793	10.0	250,066	18.5
35-44	2,920	18.2	207,468	15.1
45-54	3,027	18.3	161,872	11.9
55-64	1,606	9.8	115,643	8.5
65-69	524	3.1	43,856	3.2
70 plus	697	4.2	70,209	5.3
Total	16,538	100.0	1,358,028	100.0

Source: Census of Canada, 1956.

TABLE 5
Population by Sex Composition for Leaside
and Metropolitan - 1956

<u>Sex</u>	<u>Leaside</u>		<u>Metropolitan Toronto</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Male	7,903	47.8	669,358	49.3
Female	8,635	52.2	688,670	50.7
Total	16,538	100.0	1,358,028	100.0

Population Projection

By 1980, the population of Leaside, as projected by the Metropolitan Toronto Planning Board, is estimated to reach 28,000. This is not quite a doubling of the 1960 population. As it has already been pointed out, there is little undeveloped land remaining within the town limits, the last large tract now being utilized for the Thorncliffe Park development. Any further population increase must come, consequently, from either a more intensive use of the existing housing or redevelopment of this housing into high density apartment blocks.

The Thorncliffe Park development is an example of the growing tendency towards high density apartment construction. The plans for this development project the construction of 4,500 units of bachelor, one bedroom and two bedroom suites (approximately a one-third ratio for each) by 1965 depending to a degree upon the market demand for such accommodation. The population for this project alone is expected to range between 10,000 and 13,000. At present only a small part of this development has been completed and the resident population is included in the 1960 estimate. The bulk however, has yet to be opened and the expected population increase will cause the Town's population to reach the 1980 projected total before 1970. Any further redevelopment elsewhere in the Town will further add to this total. As a result, the projected population of 28,000 for 1980 is considered, in the light of these developments, to be conservative. The 1980 population, therefore, is projected to reach a total of 30,000.

APPENDIX CEMPLOYMENT STATISTICS

The need and ability of any large complex to grow and prosper depends in large measure upon its employment opportunities. In this respect, the area of Metropolitan Toronto is well endowed. In 1956, the labour force in the metropolitan area, compared to the total population, was 45 per cent, while in Canada, the proportion was only 30 per cent.

Table 1 shows that the Town of Leaside has, in absolute terms, only 2.9 per cent of the total employment of the Metropolitan Toronto Planning Area. As almost all of the available industrial land in the Town is already in use, it has been projected that by 1980 employment will increase 3 per cent to total 19,500 jobs. Proportionate to the planning area, the Town's employment will fall to 1.6 per cent.

TABLE 1
Distribution of Employment for Leaside, Metropolitan
Toronto, and the Metropolitan Toronto Planning Area.
1956 and 1980 - (Employment in 1,000's)

	<u>1956</u>		<u>1980</u>		Increase 1956 - 1980
	<u>No.1,000's</u>	<u>% of total</u>	<u>No.1'000's</u>	<u>% of total</u>	
Leaside	19.0	2.9	19.5	1.6	3
Metropolitan Toronto	630.0	95.2	1,043.0	86.0	66
Metropolitan Toronto Planning Area	662.0	100.0	1,213.0	100.0	83

Source: Metropolitan Toronto Planning Board - based on a population projection of 28,000.

Although in absolute terms, the total employment is not large, Leaside along with the City of Toronto has very high employment opportunities relative to its population. Even though there will be by 1980 an estimated 3 per cent increase in employment compared to a 66 per cent increase for the metropolitan area, the jobs per square mile in Leaside will still be approximately double that in Metropolitan Toronto. This is further illustrated in Table 2. In 1956, the ratio of employment to population was 115 per cent for Leaside. This indicates that the number of workers employed in the Town was greater than the resident population. By 1980, when the population is expected to almost double, this ratio will fall to 70 per cent, still very considerably higher than the ratio for Metropolitan Toronto or the Metropolitan Toronto Planning Area.

Obviously then, as far as employment is concerned, Leaside draws its workers from the whole metropolitan area as its resident population is too small to supply the required numbers. In 1954, it was estimated that only 21 per cent of the resident labour force was employed locally. Consequently, Leaside is and will remain, an integrated part of the metropolitan area. It will depend on the metropolitan area for its labour force, and the metropolitan area will depend partly on Leaside as a source of employment opportunities.

TABLE 2
Employment Density for Leaside, Metropolitan
Toronto, and the Metropolitan Toronto Planning Area

	<u>1956</u>			<u>1980</u>	
	<u>Land Area</u> <u>Sq. Miles</u>	<u>Number</u> <u>Employed</u>	<u>Jobs per</u> <u>Sq. Mile</u>	<u>Number</u> <u>Employed</u>	<u>Jobs per</u> <u>Sq. Mile</u>
Leaside	2.4	19,000	7,920	19,500	8,120
Metropolitan Toronto	241.0	630,000	2,610	1,043,000	4,330
Metro Toronto Planning Area	719.7	662,000	920	1,213,000	1,690

Source: Metropolitan Toronto Planning Board.

TABLE 3
Ratio of Employment to Population for Leaside,
Metropolitan Toronto and the Metropolitan Toronto
Planning Area - 1956 and 1980

	<u>1956</u>			<u>1980</u>		
	<u>Population</u>	<u>Employment</u>	<u>Rates</u>	<u>Population</u>	<u>Employment</u>	<u>Rates</u>
Leaside	16,500	19,000	115	28,000	19,500	70
Metropolitan Toronto	1,358,000	630,000	46	2,300,000	1,043,000	45
Metropolitan Toronto Plann- ing Area	1,475,800	662,000	45	2,800,000	1,213,000	43

APPENDIX DSCHOOL STATISTICS

The pattern of school enrollment, understandably, closely follows the patterns of population growth. The development of Leaside in the immediate post-war period stimulated a rapid growth of population. The in-migrating population was largely composed of young families with young children. These children have during the intervening years grown to elementary or high school age. In the following years, this crest will continue its inevitable climb up the age ladder and consequently out of the school age population group. It might therefore be assumed that the present Leaside school enrollment represents a temporary peak.

This peak is reflected in the census counts for 1951 and 1956. In 1951, the pre-school age group accounted for 10.0 per cent of the total population, while in 1956, the group contained only 6.9 per cent. Similarly, in 1951 the school age group contained 22.4 per cent of the population, which by 1956 had risen to 23.5 per cent. With the decline of the pre-school age group in 1956, it is expected that school enrollment will decline from the peaks presently established.

The added population, brought about by the addition of high rise apartments, should not materially affect this trend. It has been found in Metropolitan Toronto that apartments, and especially high rise apartments, do not contain proportionately as large a number of school-age children per dwelling unit as does single family housing. The rule in this instance seems to be that families living in apartments move to other types of housing once their children approach or reach school age.

This aspect of apartment living, that is to say accommodation being largely confined to single people or childless couples, need not necessarily continue. In many large American cities, it is not the case; New York and Chicago are two examples. There, apartment life is part of the norm, not just a temporary substitute for private housing. But in Metropolitan Toronto, the acceptance of apartment living as a permanent home has not been totally achieved. Nevertheless, with the flight to the suburbs

very much slowed down and a return to the city beginning, a greater acceptance of apartments may be expected and a gradual change from low density to high density conditions realized. What form this change will take in Leaside and when it will happen is still conjecture, but the past situation of a lower number of school age children per apartment suite, compared to single family housing will probably take an upward swing and there will be a gradual balancing of the two extremes.

As of January 1, 1961, there were three public elementary schools in operation in Leaside as well as one high school and one separate elementary school. The public elementary school enrollment was 1911 while that of the high school was 1097. The separate school had 398 pupils.

By September 1962, the Thorncliffe Park Public elementary school was well established having an enrollment of 177 pupils, but the total enrollment in Leaside public elementary schools had dropped to 1728. The Separate School enrollment had also decreased to 387 pupils, but the High School had increased to 1216. These figures bear a close relationship to the anticipated trend.

Projected School Population

In order to assess future school populations, it is necessary to distinguish between the two basic types of populations which will be living in Leaside, those in single family housing and those in apartments. Each will show different school rates.

The population living in single family housing can be taken as the 1960 population of 17,000. Although there are some apartment dwellers included in this total, they are at present a small minority and, for the purpose at hand, insignificant.

In 1956, the total school age population accounted for 23.5 per cent of the population. This compares to 20.1 per cent for Metropolitan Toronto, and 27.4 per cent for Canada as a whole. As it has already been pointed out, the school age population in Leaside has probably reached a temporary peak and should shortly begin to decline. It is estimated that the proportion should approach that found in the metropolitan area and, perhaps for a temporary period fall below it, however, as the generations begin to replace themselves and new, young families begin to replace those established in the 1945-1951 period, the proportion will once again rise. The average over the twenty year period to 1980 is, consequently, expected to run at about 21.5 per cent of the population.

In 1956, the secondary school population accounted for 34.2 per cent of the school age population and 6.4 per cent of the total population. This is a high rate and once again reflects the aging of children from the 1945-1951 family formation period. Consequently, the rate is considered to be temporary. The metropolitan rate in 1956 was 5.4 per cent of the total population. Similar to the total school age population, this rate should decline in the near future, but with a turnover of the generations, it should readjust itself. It is estimated that the average for the twenty year period to 1980, the secondary school population will be 27.0 per cent of the school age population and 6.0 per cent of the total population.

The apartment dwellers are expected to number approximately 13,000 of the estimated 1980 population of 30,000. According to adjusted estimates derived from the Apartment Survey 1958, by the Metropolitan Toronto Planning Board, the school age population is expected to amount to 8.0 per cent of the apartment population or approximately 1050. Of this number 9.0 per cent or 100 are expected to be secondary school children.

Based on the population forecast of 30,000 persons by 1980, the expected school population will be as follows:

TOTAL SCHOOL AGE POPULATION

(i) Home Owners (21.5 per cent of total population)	- 3650
(ii) Apartment Dwellers - (8.0 per cent of total population)	<u>-1050</u>
TOTAL	4700

SECONDARY SCHOOL POPULATION

(i) Home Owners (27.0 per cent of school age population)	-1000
(ii) Apartment Dwellers (9.0 per cent of school age population)	<u>- 100</u>
TOTAL	1100

ELEMENTARY SCHOOL POPULATION

(i) Home Owners - (Difference of above)	-2650
(ii) Apartment Dwellers (Difference of above)	<u>- 950</u>
TOTAL	3600

This situation would impose the need for 37 Secondary School classrooms based on 30 pupils per room and 100 Elementary School classrooms based on 35 pupils per room.

Table 1 on the following page indicates the present situation and implies that 6 new High School classrooms will be required by 1980 and 17 new Elementary School classrooms. Perhaps 4 of the latter will be needed for Separate School supporters.

TABLE 1

SCHOOL

<u>SCHOOL</u>	<u>SITE(AC.)</u>	<u>OPEN SPACE (Ac.)</u>	<u>(A)</u>		<u>(B)</u>	
			<u>CAPACITY</u>	<u>ENROLLMENT</u>	<u>CLASSROOMS</u>	<u>KINDERGARTEN</u>
Bessborough Drive Public School	3.6	2.5	665	434	19	1
Northleas Public School	4.6	3.3	1055	943	30	1
Rolph Road Public School	4.6	3.9	525	415	15	1
Thornccliffe Park Public School (C)	8.7	(E)	315	119	9	1
TOTALS--Elementary Public Schools	21.5		2,560	1,911	73	4
Leaside High School (D)	3.7	1.3	810	1,097	27	
St. Anselen Separate School	0.9	0.4	350	398	10	1
TOTALS	25.1	-	3,720	3,406	100	5

A. Capacity based on 35 pupils per classroom for public elementary and 30 per classroom for secondary schools.

B. January 1, 1961.

C. Scheduled to open Spring 1961. Classes presently held in Bessborough Drive P.S.

D. Includes in enrollment four classes held at Bessborough Drive P.S.

E. Unavailable.

APPENDIX ECOMMUNITY FACILITIES(a) Police Protection

Police protection is carried out by the unified Metropolitan Toronto Police Department. At the moment, Leaside as well as all of East York is part of police division number 25 with division headquarters at the intersection of Coxwell and Mortimer Avenues.

Future plans envisage a change in division boundaries. As yet, these plans are under study and no definite proposals have been finalized.

(b) Fire Protection

Fire protection is carried out by the Leaside Fire Department. There is one fire station in the Town (located adjacent to the Municipal Building) which houses one 840 gallon pumper truck and one 75 foot aerial ladder truck. The Fire Department comprises a force of 41 men.

In the not too distant future, plans are to build an additional fire station in or about the Thorncliff Park development. An aerial ladder truck with sufficient reach for the high rise buildings is to be acquired.

(c) Library Facilities

The Leaside Public Library has its main branch at 165 McRae Drive with a boys and girls branch located at Northleas Public School. The library contains approximately 34,000 books of which about 17 per cent are at the Northleas Branch. Besides books, the library operates a record lending service. As such, the library does not sponsor or operate other activities. Rooms are rented at the main branch building to clubs and groups at nominal fees. In addition, a basement room in the building is operated by the recreation section of the Town of Leaside for club and group activity.

APPENDIX FTHE DRAFT OFFICIAL PLAN FOR THE
METROPOLITAN TORONTO PLANNING AREA

The proposed land use in the draft Metropolitan Toronto Plan is quite simple and straightforward as far as Leaside is concerned. This Plan accepts the situation that now exists and designates land use in the Thorncliffe Park Area in accordance with the subdivision agreement for that area.

The Metropolitan Plan envisages a population for Leaside of about 28,000 in 1980 as against the Leaside Plan proposal of 30,000.

Both Plans are almost identical as far as the broad pattern of development is concerned, but the Leaside Plan includes a more detailed breakdown of the various land use classifications and development of the Bayview shopping area has been expanded in depth from the Metro proposals. It is natural and appropriate that the Leaside Plan contains a much more detailed policy regarding development under all classifications than that of the Metro Plan.

Neither the Metro Plan nor the Leaside Plan contain major road proposals which affect the area, although the Don Valley Parkway now under construction, passes very close to the southern limits of Leaside. The Leaside Plan, however, does contain proposals for the improvement of certain intersections on Eglinton Avenue and Laird Drive and for selecting certain streets within the community for improvement as main collector routes and the relegation of certain other streets to a roll of local service function only.

APPENDIX CBASIS OF AREA CALCULATIONSResidential Areas

Medium density districts, which form the greater part of the residential area under this Plan, are not intended to provide accommodation for more than 40 persons per acre.

Existing housing areas, which consist primarily of single family types, but with some duplex or semi-detached, presently contain from 6 to 8 houses per acre and assuming 3.5 persons per dwelling, this results in a density of about 25 persons per acre. For the purpose of this calculation, the area has been measured to include secondary streets and internal lanes and half the width of perimeter streets excluding those streets which are considered as main traffic arteries.

A maximum figure of 40 persons per acre is thus intended to allow duplex semi-detached and double duplex dwellings, but preclude row housing, maisonettes or buildings containing more than 4 apartment units. Densities will of course be much lower than this in areas devoted exclusively to single family dwellings on large lots.

High density areas are not intended to be permitted having a population density of less than 40 persons per acre nor more than 200 persons per acre, and for the purposes of population calculation and design of services 200 persons per acre has been used.

Residential - High Density areas (excluding Thorncliffe)

<u>Location</u>	<u>Area</u>	<u>Existing Pop.</u>	<u>Proposed Pop.</u>	<u>Increase</u>
Lea Avenue & Kenrae	1.33 Ac	75	200	125
Kenrae & Randolph	2.13 "	88	320	232
Lea & Randolph	3.20 "	136	480	344
Sutherland & Lea	3.10	147	465	318
Airdrie & Heath	3.43	171	514	343
Airdrie & McRea	2.94	140	414	274
Millwood (S) nr Bayview	2.65	98	398	300
Bayview & Broadway	1.70	298	255	- *(1)
Bayview & Glenvale	2.22	180	333	153
Eglinton & Laird	1.46	100	100	-
Eglinton to Don Avon	1.90	352	285	- *(2)
Eglinton to Brentcliff	1.90	182	285	103
East of Brentcliff	2.49	385	373	- *(3)

Other Blocks designated for multiple use (high density residential), notably along Bayview south of Eglinton remain unchanged under the Plan.

* Note 1. It will be noted that the proposed population here is less than existing at present. In practice however, there are 5 single family dwellings in existence which could be demolished and replaced by apartments. The area they occupy amounts to about $\frac{3}{4}$ acre and at 150 persons per acre, 125 persons could be accommodated (less $5 \times 3.5 = 18$) (ie) an increase of 107 people.

* Note 2. It will be noted here that the proposed population here is less than existing at present. This block is fully developed and no change is anticipated.

* Note 3. It will be noted here that the proposed population is less than existing at present. This block is fully developed and no change is anticipated.

The total increase in population under this Plan, other than Thorncliffe Park, thus amounts to about 2,200.

The present population of the Town (Spring 1961) is estimated to be about 18,000, including Thorncliffe Park. A further 10,000 people are expected within Thorncliffe and 2,200 elsewhere in the Town as noted above. The total population under these designations is thus expected to be about 30,000 by the end of the Plan period (1981).

Commercial Areas

Commercial areas in Leaside will be devoted primarily to retail stores and offices while warehousing, builders depots and similar uses will be directed to the industrial areas. A maximum overall figure of about 2 acres of commercial land, (that is to say "Commercial Local" and "Commercial-General") per thousand population may be expected in the Planning Area by 1981. This compares with about 1.6 acres per thousand population at the present time.

The Official Plan for Metropolitan Toronto forecasts a figure of 3.5 acres per thousand in 1980, while this Plan foresees 3.0 acres per 1,000. Both figures are rather high and are obviously due to the large commercial tracts proposed for Thorncliffe Park, which may need revision.

Industrial Areas

In Ontario generally about 40% of the total population is employed and of this figure about 35% are employed in manufacturing industry. This, in theory, would indicate that of Leaside's 18,000 population, about 2,500 persons are employed in industry and this figure is closely borne out by an examination of Table 2 which lists employment figures by occupation in 1951 when the population was 16,233. The total labour force employed in Leaside industry however, amounts to some 19,000 persons including administration and office employees. It is readily apparent therefore, that a very large number of industrial workers at Leaside plants come from other parts of Metropolitan Toronto.

The present area devoted to industrial use totals approximately 275.0 acres and it is anticipated that this will rise to over 350.0 acres by the end of the Plan period, excluding

Hydro and Railway lands. This increase is primarily due to the large industrial tract of 50 acres now being developed as part of the Thorncliffe Park Scheme.

TABLE 1
Distribution of Land Uses 1958-1980
(Extract from the Metropolitan Toronto Official Plan)

Use	1958		1980		% Increase 1958 - 1980
	Acres	%	Acres	%	
Residential	634	52.8	716	45.8	12.9
Commercial	27	2.2	99	6.3	266.7
Industrial	319	26.6	381	24.4	19.4
Open Space	70	5.8	215	13.8	207.1
Institutional	11	0.9	11	0.7	NIL
Util. & Trans.	140	11.7	140	9.0	NIL
Total	1,201	100.0	1,562	100.0	
Vacant Land	361	23.1	NIL	NIL	-100%
Grand Total	1,562	-	1,562	-	-

At the time of writing, Spring 1961, approximately 23.0 acres of residential land have been developed in the form of apartments in the area known as Thorncliffe Park. (Total suites 1,453 and at an average occupancy rate of 2.0, population would be about 3,000).

TABLE 2

Leaside Occupations Taken From the D.B.S. Census 1951

<u>Occupation</u>	<u>Male</u>	<u>Female</u>	<u>Total</u>
All industry	5,077	1,671	6,748
Agriculture	12	-	12
Manufacturing	1,751	435	2,186
Elec., gas, water	123	19	142
Construction	273	25	298
Transportation	312	92	404
Wholesale Trade	549	119	668
Retail Trade	631	264	895
Finance	498	193	691
Service	901	513	1,414
Other	17	8	25

The above census was taken when the population of the Town was 16,233

Open Space

Many communities throughout the western world have in recent years adopted a standard of 10 acres of open space per 1,000 population. Such a figure in some cities has been broken down into:

5 acres of land for public open space

2 acres of land for private open space

3 acres of land for schools

In practice the schools generally total less in area than 3 acres per 1,000 and the private open space is confined to land so used at the time of the Plan preparation. Of the public open space, about half should be devoted to formal park areas, playing fields and tot lots and the remainder to "wild" areas, such as ravine lands and other unorganized open space areas.

Leaside, like many other developed communities in Metropolitan Toronto is very short of public open space suitable for parks or games areas, but is fortunate in having extensive ravine lands on its east and south sides.

The Official Plan indicated that the ravine lands should be retained as such and these areas are classified as "Open Space - General" and total approximately 205 acres. Open Space parks on the other hand have been delineated as a park only where a park presently exists or where land has been deeded to the Municipality specifically for park purposes. These areas total approximately 30.0 acres, which represents only 1.6 acres per 1,000 population. The ultimate aim is to secure 2 acres of "Open Space-Parks" per 1,000 population, located as far as possible close to or within the residential areas. For a population of 30,000, 60 acres of Open Space (park) would thus be required.

APPENDIX HTRAFFIC STUDYMajor Road System

The traffic conditions of the Town of Leaside may more readily be understood if one considers the location of the Town in relation to the City of Toronto and the Metropolitan Area. Leaside is located approximately 4 miles north-east of downtown Toronto, in the path of the commuters from and to the north-eastern parts of the Metropolitan Area, especially Don Mills and the north-western areas of Scarborough. The main through traffic desire lines thus go from south-west to north-east through the town. Until 1957, when the Eglinton East Extension to Scarborough was opened, Leaside was traffic-wise screened off to the east by the valley of the west branch of the Don River. A second connection from Leaside to the east was opened in 1960 via Overlea Boulevard to Don Mills Road.

In the future a considerable increase of the traffic volumes between the Central Business District of Toronto and the north-eastern areas of Metro can be expected for two reasons.

- 1) Extensive urbanization of the metropolitan areas east and north-east of Leaside with a corresponding increase in population.
- 2) It can be assumed, that a high percentage of working, shopping, business and social-recreational trips will continue to be generated by the Central Business District of Toronto.

These anticipated traffic volumes can be handled partially by the Don Valley Parkway and a reduction of the present through traffic through Leaside can be expected, however only for a short period of time. With the growth of the urban areas to the East of the Town it is expected that the through traffic will increase again, approximately to the present level by 1980.

The areas that suffer most at present from through traffic movements, are the residential districts south of Eglinton Ave. E. between Laird Drive and Bayview Avenue. The layout of most residential streets is such that they lend themselves readily to all kinds of short cuts between the intersections Bayview-Moore and Elginton-Laird, and a great number of residential streets became, in fact, through streets. The situation is exaggerated because alternative routes along main arterials around this residential area are generally unattractive. Traffic Control devices on local streets are not as effective in this area as they may well be under more favourable circumstances.

In order to eliminate all heavy traffic from this area, to re-establish a quiet residential district and at the same time improve the circulation in the whole town, certain proposals with regard to the street system of Leaside have been introduced and are shown on map Schedule B.

The general principles of design intended to solve the traffic problem are identical with those outlined in the Traffic Study for the Town of Leaside, prepared by the Transportation Division of the Metropolitan Toronto Planning Board in 1959. However, the separation of the various transportation service functions by means of a street classification system has been worked out in greater detail. This Official Plan establishes a development programme for the next 20 years and certain land use changes anticipated, may be used advantageously to revise the street layout.

APPENDIX I(a) Existing Land Use

Leaside is a new town having been largely built in the ten years immediately prior to, and the ten years following World War II.

Almost the entire area of the Town, which totals some 1,500 acres, is now built upon, the only section not fully urbanized being the new estate of some 300 acres known as Thorncliffe Park.

The major section of the town has been developed for single-family dwellings located on 40 and 50 foot lots in small regular blocks bounded by 66 feet wide streets. The street pattern is not truly grid-iron in form, there being several routes following a curved path from the north-east to south and south-west.

Three major streets abut or pass through the town. These are Bayview Avenue on the west, separating Leaside from the City of Toronto, Eglinton Avenue East running east west across the northern third of the community and Laird Drive running south from Eglinton Avenue across the Don Valley into the Township of East York. This last named route bisects the town into an eastern and western half. A further major street, Overlea Boulevard, has recently been constructed through Thorncliffe Park from Millwood Road to Don Mills Road.

Until very recent times development of the residential areas was confined to single family dwellings, but several new apartment blocks have been erected along these main streets, while Thorncliffe Park itself, that is to say the residential sections, are confined to high rise apartments. This trend to apartments will no doubt continue in the old part of Leaside although the good class of the present single family dwellings makes demolition and reconstruction an expensive proposition.

Commercial activity primarily retail stores, is confined to a ribbon of stores along Bayview Avenue between Millwood Road

and Eglinton Avenue, two small groups of stores along Eglinton Avenue at Bayview and at Laird Drive and a new shopping centre in Thorncliffe Park. An assortment of commercial uses including offices, automotive businesses, warehousing and minor industrial activities is located on the west side of Laird Drive south from McCrae Drive.

Industrial development has occurred to the east of Laird Drive south from Eglinton Avenue. This is a large industrial tract with a variety of industries providing employment for over 18,000 workers. A new industrial tract of some 50 acres is now being developed north of Overlea Boulevard in Thorncliffe Park.

Open space in the nature of parks is very limited in Leaside, the total area of all parks including the sites deeded to the town for park purposes being only 28 acres. Like other communities within the Metropolitan orbit however, Leaside is fortunate in having certain ravine lands passing adjacent to the boundaries and with appropriate conservation measures much of this area can be made available for public use. There will still be a need for additional park space for organized games.

(b) Condition of Buildings

With very few exceptions, all buildings in Leaside can be considered to be in good condition.

The greater part of the town's buildings are of brick construction although within the industrial area, steel, concrete, asbestos, aluminum and corrugated iron construction is to be noted.

Some residential properties, in the vicinity of the community park, east of Rumsey Road and in this same general area north of Millwood Road to Laird Drive, are not as good as the general standard throughout Leaside, but these areas are not by any means run down in the normally accepted sense of the term.

The industrial area does of course contain numerous auxilliary buildings in poor condition and much of this particular area needs tidying up while much of the commercial development west of Laird Drive is unsightly and in need of renewal.

APPENDIX JUNDERGROUND SERVICESGeneral

Except for a few industrial properties and some industrial and residential areas in Thorncliffe Park, all of Leaside is developed at the present time. The whole town is serviced by watermains and sewerage systems, including the undeveloped areas and no major extension of services will be necessary. Future construction of sewers and watermains will therefore consist of improvements and replacement of the existing systems.

(a) Water Supply

The water supply system of Leaside is connected to the Metropolitan feeder mains at Overlea Boulevard and Don Mills Road and to the City of Toronto system at various places along Bayview Avenue. The system is adequate to satisfy the present demand.

The redevelopment of a few residential blocks east of the intersection of McRae Drive and Millwood Road to higher densities might require larger pipes on some streets. However, the extent of these improvements will be limited. The watermains in Thorncliffe Park have been designed for a high residential density and industrial development and no major improvements are anticipated for this area.

(b) Sewerage Systems

All areas of the Town of Leaside west of Laird Drive have a combined sewerage system. The sanitary flow of this system is connected via the Metropolitan Toronto Sanitary Trunk system to the North Toronto Sewage Treatment Plant. The storm flow has its outfalls to the Don River.

The areas east of Laird Drive, including Thorncliffe Park are mainly served by a separate system. The storm sewers have various outfalls to the Don River, while the sanitary sewers are connected to the Metropolitan Sanitary Trunk system.

APPENDIX KMUNICIPAL FINANCE

In 1953 the total taxable assessment for Leaside was \$13,733,016. and the residential mill rate was set at 94.75 mills. When Metropolitan Toronto came into being in 1954 the re-assessment of Leaside resulted in a total taxable assessment of \$49,203,229. and a new mill rate of 32 mills.

By 1960 the total taxable assessment had risen to \$65,576,198. with a total tax revenue of \$2,715,651. or 4.14% of the total taxable assessment.

The net debenture debt for 1960 was \$1,756,123. or 2.67% of the total taxable assessment. The Town of Leaside took in \$2,715,651. in taxes for 1960 which was \$959,528. more than the net debenture debt of \$1,756,123.

The Town of Leaside is thus in a sound financial position with a good diversification of Residential, Commercial and Industrial assessment. The assessment ratio for 1960 was 52.4% Residential, 19.5% Professional Commercial and 28.1% Manufacturing and Industrial.

Using an average residential assessment of \$5,000.00 for 1960 and the mill rate of 39.37 mills, the taxes on an average dwelling in Leaside would be \$196.85.

The following tables indicate the assessment structure over recent years.

TAXABLE ASSESSMENT AND MILL RATE

<u>Year</u>	<u>Total Taxable Assessment</u>	<u>Residential Mill Rate</u>
1951	\$12,210,576.	88 mills
1952	\$12,909,839.	89.75 "
1953	\$13,733,016.	94.75 "
1954 *	\$49,203,229.	32.00 "
1955	\$59,149,179.	29.00 "
1956	\$60,337,890.	31.35 "
1957	\$61,318,123.	33.33 "
1958	\$61,222,832.	35.83 "
1959	\$62,903,565.	36.95 "
1960	\$65,576,198.	39.37 "

* Re-assessment under Metropolitan System

RATIO OF TAXATION REVENUE TO
TOTAL TAXABLE ASSESSMENT

Year	Total taxable Assessment	Total Taxable Revenue	% Ratio
1951	\$12,210,576.	\$1,265,528.	10.36
1952	12,909,839.	1,371,748.	10.62
1953	13,733,016.	1,564,290.	11.38
1954 *	49,203,220.	1,829,671.	3.71
1955	59,149,179.	1,955,169.	3.30
1956	60,337,890.	2,109,831.	3.49
1957	61,318,123.	2,343,015.	3.82
1958	61,222,832.	2,504,957.	4.09
1959	62,903,565.	2,657,012.	4.22
1960	65,576,198.	2,715,651.	4.14

* Re-assessment under Metropolitan System

RATIO OF DEBENTURE DEBT TO
TOTAL TAXABLE ASSESSMENT

<u>Year</u>	<u>Total Taxable Assessment</u>	<u>Net Debenture Debt</u>	<u>% Ratio</u>
1951	\$12,210,576.	\$3,389,010.	27.75
1952	12,909,839.	3,511,067.	27.19
1953	13,733,016.	3,809,224.	22.43
1954 *	49,203,229.	1,950,863.	3.96
1955	59,149,179.	1,642,306.	2.78
1956	60,337,890.	1,374,261.	2.27
1957	61,318,123.	1,153,151.	1.88
1958	61,222,832.	1,102,101.	1.80
1959	62,903,565.	964,954.	1.53
1960	65,576,198.	1,756,123.	2.67

* Re-assessment under the Metropolitan System.

COMPARABLE DEBENTURE DEBT FOR TOWNS OF EQUAL SIZE (1959)

MUNICIPALITY	POPULATION	TOTAL TAXABLE ASSESSMENT	NET DEBENTURE NET	% RATIO
Leaside	16,416	\$62,903,565.	\$964,954.	1.53
Mimico	15,516	26,177,309	537,207.	2.05
Pembroke	15,826	15,062,721.	2,114 522.	14.03
Brampton	15,241	17,382,454.	2,806,462.	16.14
Richmond Hill	15,032	24,193,662.	3,281,483.	13.56
Port Colborne	14,936	25,262,305.	1,438,260.	5.69
Orillia	14,282	21,685,366.	3,917,586.	18.06

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OFFICIAL PLAN OF THE LEASIDE PLANNING AREA
SCHEDULE A
LAND USE AND COMMUNITY PLAN



LEGEND

- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- COMMERCIAL LOCAL
- COMMERCIAL GENERAL
- INDUSTRIAL LIGHT
- INDUSTRIAL GENERAL
- OPEN SPACE PARKS
- OPEN SPACE GENERAL
- SPECIAL USES

FOR ROAD PROPOSALS SEE SCHEDULE "B"



REFERENCES				
BASE INFORMATION OBTAINED FROM :				
HUNTING SURVEY CORPORATION LIMITED				
DATE	MARCH 7, 1962	271X66	3	INCLUDES AMENDMENT No.1
SCALE	1" = 40'	161X66	2	AS MODIFIED BY O.M.B
JOB NO	F - 425 3	251X62	1	LAND USE REVISED
DRAWN	DRF	171X62		
CHECKED	DRF	DATE NO.	REVISIONS	

PROJECT PLANNING ASSOCIATES LIMITED	
TOWN PLANNERS CONSULTING ENGINEERS	
401 BAYVIEW AVE.	TORONTO 5, ONTARIO

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OFFICIAL PLAN OF THE LEASIDE PLANNING AREA
SCHEDULE "B"
ROAD PROPOSALS

- LEGEND
- ARTERIAL STREETS
 - PROPOSED STREETS
 - INTERSECTION IMPROVEMENT



REFERENCES			
BASE INFORMATION OBTAINED FROM:			
MUNICIPAL SURVEY CORPORATION LIMITED			
DATE			
SCALE	1" = 400'		
JOB NO.	P-455-4		
DRAWN	ALK	17VIG2	
CHECKED		DATE	NO
REVISIONS			
PROJECT PLANNING ASSOCIATES LIMITED			
TOWN PLANNERS CONSULTING ENGINEERS			
40 DUNDAS AVE. TORONTO 5 ONTARIO			

